

Cloudy to-day, probably showers; to-morrow generally fair; continued cool.
Highest temperature yesterday, 59; lowest, 50.
Detailed weather reports will be found on page 18.

MARINE WORKERS ONLY FEEBLY HEED CALL FOR A STRIKE

Real Test Comes To-day, When Eight Liners, Now Off Sandy Hook, Will Attempt to Dock.

HARDING'S AID SOUGHT

Workers Appeal to President, Who Turns Case Over to Hoover and Davis to Attempt Settlement.

3,576 VESSELS AFFECTED

Benson's Order for 15 Per Cent. Reduction in Wages

Is Sent to All Operators of Government Craft.

The real test of the strength of the marine unions' declaration that a strike would follow immediately the order for a wage cut for harbor workers will be seen to-day, when a fleet of eight liners, reported as lying off Sandy Hook at midnight, try to make their pier. The strike was called for last night, but apparently the order was not being carried out, although rumors were afloat that 500 marine engineers had quit their posts.

The strike was scheduled to involve 500,000 men, 200,000 of them in this city, and it hung on the acceptance by private shipowners of a suggestion made by Admiral Benson, chairman of the Shipping Board, that with the expiration at midnight of the 1920 wage scale a cut of 15 per cent. should be made.

In Washington last night a general strike of all marine workers seemed inevitable unless President Harding took some action to compose differences between ship owners and the men. During the day the efforts of the officials to settle the matter appeared to have been completely lost in a shuffle of official and unofficial meetings.

When the Government was to do remained a mystery. No definite action had been taken, although the President called Secretary Hoover and Secretary Davis to the White House on an appeal. It was understood Mr. Harding turned the situation over to his Cabinet aids to handle, not wishing to go over the heads of the mediation division of the Department of Labor.

Benson Sends Word Out. Despatches from Washington last night said the only definite word from the conference was that Chairman Benson's order for a 15 per cent. cut had gone to all operators of Government craft. It was likely that the private owners would follow his example and his suggestion.

In this city both owners and workers were hopeful up to midnight that some adjustment might be made through President Harding's action in ordering the strike in case of a failure of the negotiations at the capital, was led by the Marine Engineers' Beneficial Association, the latter the majority in the waterfront included the International Seamen's Union, the Marine Firemen, Oilers and Water Tenders' Union, the Marine Cooks and Stewards' Association, and the Radio Operators' Association. Of these about 90 per cent. have been out of work recently due to the great number of American vessels laid up in port. The deduction of those already out of work would reduce the 500,000 local strikers to 160,000.

It was pointed out by the union leaders that they would have the strength of the longshoremen's unions, numbering a quarter of a million more, for these men would be unable to work with the other marine workers idle.

British Propaganda Blamed. The question of foreign shipping was discussed at the offices of the Marine Engineers' Beneficial Association, with the result that the men were ordered to have nothing to do with incoming or outgoing ships, flying the flags of other nations. In some quarters it was felt that the trouble resulted from British propaganda and had been arranged as a blow to American shipping.

According to Winthrop G. Marvin, secretary of the American Ship Owners' Association, the strike will affect 1,871 privately owned vessels and 1,706 Government bottoms, the latter the property of the United States Shipping Board. Mr. Marvin's figures placed the total number of union men ready to strike at only 60,000. He said that fully 60 per cent. of the Government ships are tied up and that 25 per cent. of the privately owned craft are also idle. Of the 200 vessels in this port whose owners are affected by the strike order the majority are idle.

The notification sent out by the shipowners' association placing the new wage scale in effect was accompanied by tables and the stipulated conditions of employment.

The new table indicates that overtime is not to be paid for, but that men are to have hours off corresponding to those they are required to do extra duty. In addition to the wage cut, substantial reductions are made in the subsistence allowances for shore duty.

Effect of Cuts on Wages.

Following are some of the reductions on a monthly basis, as shown for class A vessels, on which the maximum wages are paid:

Chief engineer.....\$247.50
First assistant.....213.25
Second assistant.....180.00
Boatman.....150.00
Ordinary seaman.....125.00
Fireman.....100.00
Oiler.....80.00
Water tender.....50.00

The new wage scale provides that all cooks and stewards be reduced \$10 a month.

AMERICAN SHIPPING TIE-UP CUTS OFF EMPLOYMENT FOR 500,000, BY UNION FIGURES

A TIEUP of American shipping means shutting off employment to 500,000 men, who are directly or indirectly affected, according to union estimates. The organizations taking part in the strike and their strength are:

Marine Engineers Beneficial Association.....	17,000
International Seamen's Union.....	110,000
Marine Firemen, Oilers and Watertenders.....	100,000
Marine Cooks and Stewards Association.....	5,000
Radio Operators Association.....	6,000

The longshoremen, with a strength of 250,000, automatically are thrown out of work by the action of the marine unions.

Fully 40 per cent. of the members of the marine unions have been unemployed recently due to the slackness in American shipping.

The wage decrease which the men refused to accept was a general cut of 15 per cent., with abolition of pay for overtime, and a cut in their subsistence allowance of nearly 50 per cent. when ashore.

MYSTERIOUS FIRES THREATEN ESTATE

Heavy Guard Surrounds Home of Miss Anna Burr Jennings at Fairfield, Conn.

NO TRACE OF FIREBUG

Daughter of Former Standard Oil Director Virtually Prisoner in Own House.

Special Despatch to THE NEW YORK HERALD, BRIDGEPORT, April 30.—Miss Anna Burr Jennings, daughter of the late Oliver Burr Jennings, an original director in the Standard Oil Company, virtually is held a prisoner in her large estate, Sunnyside, at Fairfield, Conn., because of several mysterious attempts at arson.

The most recent fire, it was learned to-day, occurred this week. State police and a large number of private detectives are working to find the person or persons back of the attempts, which, if they had been successful, probably would have caused the loss of much valuable property. Miss Jennings' estate is heavily guarded, and persons who are seen to stop their automobiles near by at night are ordered to drive on.

The Fairfield police, who, by the way, have not been invited to help the State authorities in getting at the bottom of the mysterious fires, are ordered to keep a heavy guard on the estate through one of the workers is responsible. All the employees have been questioned at length, but nothing has been learned.

The latest fire was started in a large cow barn which extends to within a few feet of the Jennings mansion. The barn, which has been burned, was suddenly in flames and it took the combined efforts of the Fairfield and Bridgeport fire departments to prevent the burning of the house. After the fire all efforts to get a statement from the family or from the State police were unsuccessful and the whole affair was surrounded in mystery.

For months ago, when about six weeks ago a garage and automobile only a few feet away from the scene of the first blaze also caught fire, it was believed that the fire was started soon after Miss Jennings, for some reason, returned to the estate. The attempts at arson began when the detectives left.

Attempts at arson also have been made on the estate of the late Samuel H. Wheeler, a realty and hotel operator, which adjoins the Jennings estate. A barn was burned.

A fire of suspicious origin occurred at Fairfield Beach two months ago, when seven cottages on property adjoining that of Miss Jennings were destroyed. One of the several large estates near Fairfield, owned by Oliver G. Jennings, brother of Miss Jennings, Mr. Jennings is connected with the Standard Oil Company and is a yacht enthusiast. Miss Jennings is a sister of Mrs. Walter B. James and Mrs. Hugh D. Auchincloss.

CONSUL'S ACTION SAVES MISS CORNELLE'S DOG

Uruguayan Officials Had Pronounced Death Sentence.

BUENOS AIRES, April 30.—Intervention by the Argentine Consul at Montevideo has saved the life of the pet dog owned by Miss Cornelle of New York, against which a sentence of death had been pronounced by Uruguayan health officials. Mrs. Homer Sullivan, sister of Miss Cornelle, will arrive here on Sunday from Montevideo with the pet, which is being kept in quarantine under ordinary conditions of the regulations against the importation of animals, because of the danger of rabies, which is rampant in the Argentine.

When Miss Cornelle reached Montevideo on board the steamer Aegle on April 27 she refused to permit the dog to be held in accordance with Uruguayan regulations. When the Argentine Consul took action the Uruguayan authorities consented to permit the dog to leave the Aegle, provided it was transferred to a ship bound without setting foot on Uruguayan soil.

BRINDELL "STOREKEEPER"

Takes Weekly Inventory of Supplies in Sing Sing.

Robert P. Brindell, labor union man imprisoned for extortion in Manhattan, has a new job, it is announced by keepers at Sing Sing. He has been made "storekeeper" and is looking after the stock of materials used in construction and repairs about the prison. It is one of his new duties to take weekly inventory of the stock in the department.

Annual Spring Golf Tournament, Laborers' Country Club, May 5, 6, 7. Shanley Club for seniors 55 years, May 4. Room Reservations at Laurel House. Tel. Lakewood 650—Adm.

CLERK FOR BROKER AND \$100,000 GONE

Du Val & Co.'s Messenger Never Gets to Kuhn, Loeb & Co. With Securities.

LOSS MAY BE \$250,000

Mystery and Secrecy About Matter—Police Not Notified, It Is Said.

A messenger left the offices of the Stock Exchange firm of H. C. Du Val & Co., at 74 Broadway, Friday afternoon with a package containing stocks and bonds worth not less than \$100,000 and possibly as much as a quarter of a million dollars. He had been sent to the office of Kuhn, Loeb & Co. He never reached there. So far the messenger has not been found, nor have his parents heard from him. Every one concerned with the ownership and search for the property made an effort to maintain secrecy.

A member of the Du Val firm, while refusing to deny the loss, said the securities probably have been "misplaced." Early yesterday the firm notified the New York Stock Exchange. A list of the securities lost and the numbers and descriptions of the stock certificates were given out also.

The facts were not reported to the police, so far as could be learned, and no one concerned with the loss would say how the messenger was lost.

Among the missing securities were many non-negotiable stocks and bonds, included, though, were stock certificates of some companies not now paying dividends, which might be disposed of easily because it is not necessary to transfer them from one name to another.

In the list were the following securities: Canadian Pacific Railway 6 per cent. notes of 1924, Nos. 7404-5, for \$1,000 each; Southern Railway M. and O. collateral trust 4 per cent. bonds Nos. 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 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